



FALCON CLUB OF AMERICA
629 N. Hospital Drive
Jacksonville, AR 72076

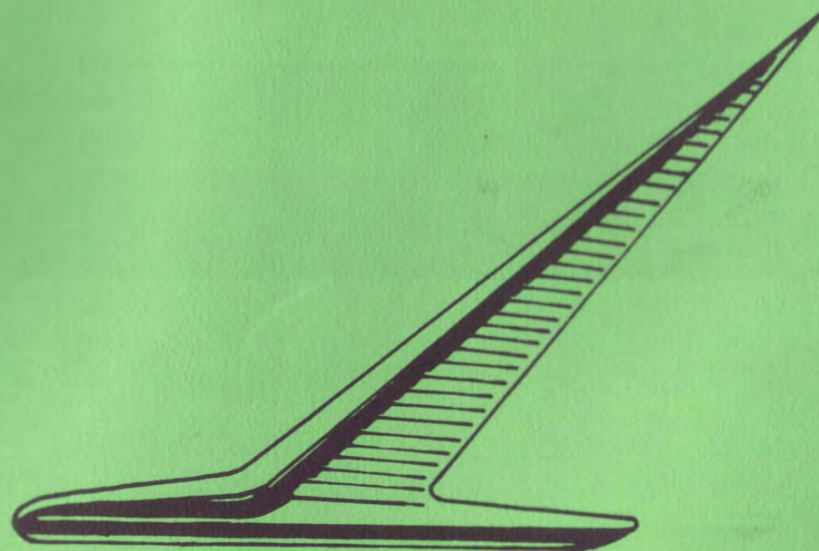
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The

Falcon

News



Vol. 5, No. 3

OCTOBER 1983

VITAE:

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1979. Roy E. Sword founded the world-wide club in 1979. It is incorporated under the laws of the State of Arkansas. Yearly dues to the Falcon Club of America are \$12.00 and are payable to The Falcon Club of America, 625 N. Hospital Drive, Jacksonville, AR, 72076.

THE FALCON NEWS is published monthly with information from its members. All ads must be sent to the Editor by the 10th of the month, with a limit of 2 ads per member per issue. Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors with be corrected in the next issue when requested.

FALCON CLUB OF AMERICA OFFICERS

President: Roy E. Sword, 629 N. Hospital Drive, Jacksonville, AR, 72076. Phone (501) 982-1029.
 Vice President: Glen Acrey, 1208 S. Center, Lonoke, AR, 72086.
 Secretary: Ruby Throgmorton, 2108 Memorial Dr., Jacksonville, AR, 72076.
 Treasurer: Jimmie D. Throgmorton, 2108 Memorial Drive, Jacksonville, AR, 72076.
 Club Store Manager: Pat Sword, 629 N. Hospital Drive, Jacksonville, AR, 72076.
 Editor: Harold A. McLean, 1480 Nora Drive, Tallahassee, FL, 32304.
 Partsmaster: James F. Hatcher, 8301 W. 92nd Terr., Overland, KS, 66212 (SASE required for reply).
 Chapter Coordinator: Tom O'Dell, 417 Valley View, East Alton, IL, 62024.

BOARD OF DIRECTORS (Number of years in term)

Ken Kowalk, 6138 Long Hwy., Eaton Rapids, MI, 48827 (5).
 Tom O'Dell, 417 Valley View, East Alton, IL, 62024 (4).
 Shrable Williams, Rt. 5, Box 999, Benton, AR, 72015 (3).
 Glen Blubaugh, 5420 Buchanan Trail E., Waynesboro, PA, 17268 (2).
 Fleming Horne, 7645 Memphis-Arlington Rd., Memphis, TN, 38124 (1).

REGIONAL DIRECTORS

EASTERN: Steve Springer, 7101 Silver Circle, Middletown, MD, 21769.
 CENTRAL: Jack Ridgeway, RR #1, Pinckneyville, IL, 62274.
 MOUNTAIN: Bill Branch, 11634 N. 29th Place, Phoenix, AZ, 85028.
 PACIFIC: Sharyn Fabey, 4724 N. Pal Mal, El Monte, CA, 91731.

CHAPTERS

The Dixieland Chapter
 Fleming Horne, Jr., 7645 Memphis-Arlington Rd., Memphis, TN, 38124.
 The Lone Star Chapter
 Barby Brunken, 3236 Amherst, Dallas, TX, 75225, (Meets every third Sunday. For information call [212] 361-0115.)
 The Founder's Chapter
 Ben Sivils, Rt. 4, Box 521K, Russelville, AR, 72801.
 The Gateway Chapter
 Tom O'Dell, 417 Valley View, East Alton, IL, 62024.
 The Rocky Mountain Chapter
 Carl MacDonald, 1765 Carmel Drive, Colorado Springs, Colorado, 80910.
 Northwest Falcons Chapter
 Edward Murphy, 100-137th S. E., Everett, WA, 98204.
 Falcons Over Indiana Chapter
 Larry Wilson, RR 4, Box 116, Alexandria, IN, 46001.
 Mid-America Chapter
 James Hatcher, 8301 W. 92nd Terrace, Overland Park, KS, 66212.
 Mason-Dixon Chapter
 Phillip Cottrill, 131 Ash Lane, Elkton, MD, 21921.
 The Northeast Chapter
 4 Faith Street, Burlington, VT, 05401.

OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P. O. Box 3306, San Diego, CA, 92103.
 The Ford Falcon Club of Los Angeles, 4873 West 134th Street, Hawthorne, CA, 90250.
 The Ford Falcon Club of Arizona, 10209 N. 64th Street, Scottsdale, AZ, 85253.
 Fairlane Club of America, 212A Pilgrim Ln., Drexel Hill, PA, 19026.
 The Ranchero Club, 1339 Beverly Rd., Portvue, PA, 15133.
 Comet Club, 2520 Homewood Place, White Bear Lake, MN, 55110.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

PRESIDENT'S MESSAGE

First I would like to thank the Lone Star Chapter for the outstanding job they did in hosting the National Meet this year. Everyone sure had a great time, Falcons were everywhere in Dallas. Thanks again for a job well done gang. There will be more about the National Meet when the National Meet Booklet is published later.

Next I would like to thank all for choosing me as your president for the next year, as before, I will try to do my best for the interest of your club and all for its members. Remember, my phone and mailbox is always open to anyone who has a question, suggestion, comments, or complaints.

At the meet in Dallas the members voted to set up Regional Directors for the club. This will be done by using four regionals across the United States. The regionals will have the same zone as the four time zones across the states. This consist of the Eastern, Central, Mountain, and Pacific. These directors were appointed by the Board of Directors. The Regional Directors job for the club will be to help set up meets in that regional, take complaints, comments, suggestions and report directly to the Board of Directors and the President. You will find the Regional Directors listed in the front of your newsletter.

The next step the members voted to do was try commercial advertisements. This will be done to help provide you with a continued outstanding newsletter and give you the availability of parts sources that you might not have known about before. As this has taken affect, the classified section of the newsletter will no longer carry commercial ads. All ads will be required to have the member's name listed with the ad. All ads with a company name will be required to pay for the ad. A rate chart is in the back of your newsletter.

At the National Meet I talked to our newest Board of Director, Mr. Ken Kowalk and he will be sitting up a new roster for the club. So watch the newsletter for more information on this. It will contain much more information than the membership rosters in the past.

I've had a question about the partsmaster for the club. What is his job? Our idea of the partsmaster is for him to help anyone locate any part that they may need. If you need a part, drop him a line and maybe he can tell you where this part can be found. Also, if you have alot of parts for sale, let the partsmaster know so he can pass this information on to the members who contact him wanting them.

The next thing is that the club needs a Technical Advisor. We need someone who can head this committee and then someone to work with him. It would be great for someone to cover each year of Falcon. That way there wouldn't be a lot of work on any one person. If you are interested in a nonpay job of this nature, let your president know about it.

PRESIDENT'S MESSAGE (con't)

A word about the 1984 National Meet to be held in St. Louis, MO next year. Start planning now for it, plan it in with your vacation or plan it for your vacation, but start now for 1984. The Gateway Chapter will be hosting this meet and I'm sure they have great plans for you and your Falcons.

President, FCA
Roy E. Sword

"I recently became a member of the Falcon Club I enjoy the news each month. A recent issue requesting pictures prompted me to send the enclosed snapshot of my '64 Falcon. I am the original owner. I bought this beauty the summer I graduated from highschool and it has given me faithful service ever since needing only routine maintenance. I bought it from the Cape

Ford Dealership in Woodridge, Virginia. Several years ago, my husband and family and I moved to Alabama where we now live. My Dad kept the Falcon for a year or two during this time and had the top replaced and found a new dashboard and made sure it was in tip top shape before he gave it back. My Dad, Vernon Ruther, took the picture. Thanks for having a Falcon Club honoring one really fine Automobile. I love mine!"
--Diane McFarland, Harvest, Alabama.



Ed's Note: this is among the best pictures I have ever seen of a Falcon. The car is Alabama Crimson Tide red (Rangoon red to most of us) and the setting is beautiful. I wish that we could reproduce some of these beautiful Falcon pictures in color. When the Falcon club gets beg enough to afford slick paper I hope we can do it. How bout it, president Roy???

NOTICE:

ATTENTION CLUB MEMBERS:

Information needed for 1983-84 Membership Directory. For those who do not reply, only name and address will be printed. Deadline for information is December 1, 1983. A limit of three cars, please. Clip and return information to:

Ken Kowalk
6138 Long Hwy.
Eaton Rapids, Michigan
48827

F.C.A.#-----

NAME:----- PHONE: Area Code----

ADDRESS:-----

CITY:-----STATE:-----ZIP:-----

DOOR PLATE DATA: CAR YEAR:----- WARRANTY#-----

BODY:----- COLOR:----- TRIM:----- DATE:-----

DSO:----- AXLE:----- TRANS:-----

DOOR PLATE DATA: CAR YEAR:----- WARRANTY#-----

BODY:----- COLOR:----- TRIM:----- DATE:-----

DSO:----- AXLE:----- TRANS:-----

DOOR PLATE DATA: CAR YEAR:----- WARRANTY#-----

BODY:----- COLOR:----- TRIM:----- DATE:-----

DSO:----- AXLE:----- TRANS:-----

FROM THE EDITOR:

All the talk of the Soviet Union has me thinking about the Falcon Club. I belong to about thirty clubs of various sorts. Some of them are pretty silly. Take the Falcon Club, for example: what government would allow such a waste to exist? Think of all those human and material resources misdirected to keeping Falcons on the road. Better the time should be spent building new combines, tractors, etc. Obviously, feeding people is a higher calling than restoring old cars! No government concerned with the welfare of its people would allow the practice to continue.

"With liberty and justice for all..."remember? I'm concerned with that liberty. Liberty and freedom mean something very dear to me: the freedom to do silly things--like restore old Falcons. Like join in a club with others who like to do the same silly thing. No totalitarian state would ever permit the club to exist; there are other more important things to do with the time. Like grow wheat.

But look who buys from whom! The genius of our way of life is our discovery that happy people are more productive than captive people. They gotta buy wheat from us, despite the millions of way we have discovered to "waste" our time.

So when you're wasting time this weekend enjoying your Falcon, thank yourself that we as a people have guaranteed to ourselves the right to do these silly, precious things.

My computer sheet says we're up to member number 1593 now, one Ralph Utermohlen of Little Rock, AR. Welcome on board, Ralph. Space limitations prevent our listing the nearly 100 new members since last time, who got on board before Ralph. Welcome, y'all!!!

Here's a special request from the editorial board (me): We need a knowledgeable person to write about Falcon Transmission application. What fourspeeds were used with what years? What three speeds? What about trans/engine applications? What about Fordomatic, CruiseOmatic, or Selectomatic? And if youknow about those things, then what about driveshafts....

Again, I thank the membership for contributions. We are a club of participating members. Not all clubs are that fortunate.

Note the information on the back page concerning advertising. Support the newsletter and reach a select market by advertising in the news letter.

Speaking of the newsletter, let's get goin'...



technical tips

When I finally got around to installing the new upholstery on my '63 convertible, I couldn't figure out how to get the back of the seat disconnected from the bottom. Here's the secret: on the outside of each seat there is a round chrome piece about 2" in diameter, and on the inside there is a much smaller

piece about 3/4". Each of these items stick on to the pivot between the front and back cushions. About 3/4" in, there is a small pin driven through the chrome piece, and through the pivot. It's fairly hard to get out, but it was a lot harder to discover! --Editor

TECHNICAL QUESTION: "I have two minor problems with my '60 Falcon that I can't seem to correct. It's got a 170 engine, approximately 83,000 miles, and the mileage is terrible. \$10.00 fills the tank which used to last about 2 weeks driven daily. Now I use a tank of gas every 4-5 days. It's been tuned, carb rebuilt and adjusted, good compression, etc. It does not burn oil and it still has a lot of pep. Also, I keep getting gasoline fumes into the drivers compartment. The fuel tank does not leak, lines are new, no leaks; new fuel filter, fuel pump & carb have no leaks.

What could be the problem? Also, is the steering box hard to work on? Mine seems to be causing the front end to roam all over the road. Its been aligned, new shocks, and new tires." --Mark Fristick, Rt. #2 Fernwood Rd., Wintersville, OH, 43952

Ed's note: there's your complete address, Mark, in case a member can suggest an answer, with (of course) a copy to the FN. Incidentally check the adjustment on top of the steering box.

Bruce Kimbrough of Oklahoma City, OK, sends a picture of his '63 Sprint and its cousin. Bruce says that part number CA181PL Fram air filter fits the Sprint perfectly.



The following is for the technical tip section and applies to the 1965 falcon.

ENGINE COLORS

ENGINE SIZE	BLOCK&HEADS	VALVE COVERS	AIR CLEANER
170 (6cyc)	BLACK	RED-ORANGE	RED-ORANGE
200 (6cyc)	BLACK	RED-ORANGE	RED-ORANGE
260 (V-8)	BLACK	MED.BLUE	MED.BLUE
289 (V-8)	BLACK	GOLD	GOLD, BLACK SNOUT

Engine fan, pulley assembly, oil filler cap, air cleaner snout and down tube were chassis black in 1965.

1) Late 65 production 200 engines were Ford blue.

2) The following parts are painted the color of the engine block, water pump, intake manifold, engine front cover, head bolts and oil pan.

ENGINE PAINT COLORS	DUPLI-COLOR CODE	MARTIN SEYNOUR CODE
RED -ORANGE	DE-1605	7892
BLUE	DE-1606	7958
GOLD	DE-1604	----
BLACK	DE-1613	7882

I have found that chassis black can be substituted with Krylon code 1613 semi flat black.

The engine compartment can be painted with the Krylon code 1613 in place of the chassis black.

This information was acquired by KEN KOWALK from the Ford motor co.

Ed's note:

Thanks, Ken. Ken's done so well with 1965, one can only conclude that '60, '61, '62, etc, can't be far behind. How bout it Ken? give us an inch and we'll take a mile!



"Fer as th' eye can see"

FORDOMATIC REBUILD (CONTINUED)

To this point, you should have the transmission completely cleaned and on the bench with the valve body removed and cleaned. Now we are going to remove the major subassemblies.

1. Remove the five bolts that secure the extension housing. Remove the extension housing.
2. Remove the snap ring immediately behind the governor. The governor is the first item on the shaft as you come from the back of the transmission. Remove the governor. There will be a small ball that rides in an indentation in the shaft; remove it and save it.
3. Inside the front of the convertor housing (bell housing) are located seven bolts. Remove them. As you look in the front, you will see a large iron casting from which you have just removed the bolts. This casting is the front pump. Pry it very gently forward being careful not to damage the aluminum case. When it breaks loose of the gasket, support the outer spline of the whole works and pull it out. Set it aside. There is a thrust washer just at the back of the assembly you just removed, or it might still be stuck on the next assembly in the trans. Get it out and place it with the front pump.
4. The low band adjusting screw is on the left side of the trans. It has a square head and a locking nut that a 3/4 socket will fit. Remove the screw completely. When you get the screw out, this will enable you to get the two low band struts out: they are little triangular items that grab the flanges of the low band.
5. There is what looks like a piston ring around the input shaft about four inches back. Remove the ring. The next thing on the shaft is the clutch drum. It's a large assembly. Support it and move it toward the front of the transmission until it is free. Set it aside. Now you can remove the low band.
6. Here's the biggie: grab the front input shaft and the rear output shaft and move both toward the front of the trans. This is the largest subassembly of all. Set it aside, after removing the little piston rings from the rear of the shaft. Note well how the rings are built: they have little interlocking devices. This is very important in reassembly. Incidentally, don't drop this somewhat cumbersome item. It would love to roll off the bench.
7. Again, you will have a thrust washer either on the last assembly, or on the next. Remove it and remember it.
8. Turn the back of the trans so that it faces you. You'll be looking at four bolts and two screw heads. Remove the four bolts. This will liberate the rear pump. Set it aside.

9. Back off for a moment and look at the whole trans. On the right side, there is a cover with four bolts holding it on. There is a similar one on the left. The one on the right is called the low band servo; on the left, the reverse servo. I like to scratch in the cover some identifying mark with an awl, noting both position and whether front or back. Do that now.
10. Now focus attention on the one on the left, which is also toward the back: remove the four bolts cautiously, because there is spring pressure behind it. Remember the location of the spring, etc., with a quick, crude sketch. Then look inside the trans and remove the two nuts on the end of the long strut that reaches from the servo, to the band lever. This will enable you to remove the whole servo assembly from the case. Reassemble the two nuts and the half ball for safe keeping, and set it aside.
11. The reverse band can now be removed from the case. It's a little tricky, but it will eventually come out. Don't damage the case, and remember to remove the one strut from the band. It is very similar to the other struts, so keep it separate.
12. Now go back to the servo on the right side of the case: remove the four bolts with the same caution, and set the parts aside. Make sure you have removed the pistons from both servos. In both cases, there should be an empty half-inch hole through the case. Sometimes the pistons are difficult to remove. If you use compressed air, be very careful because they will blast out fast.

Now you're down to the basics. This is a good point to completely wash down the trans housing, getting it completely clean.

Next part, we will begin to overhaul the subassemblies, beginning with the clutch. I still have plenty of xeroxed shop manual sections on the Fordomatic. One buck and SASE to the editor.



Russ Hoeksema of Bradenton, FL presents us with this pair of '64 classics. Both are airconditioned and both are gorgeous. Russ saved them from the scrap heap. Russ says he had a lot of enjoyment putting them back to gether. Looks like Russ likes hard work. Russ also says he's gonna visit your editor. Bring one of them Falcons, Russ.

Casey Hayes, of Casey's Collectibles recently sent me a lapel pin with a very nice rendition of the Falcon logo on it. It appears to be excellent quality; it sports chrome lettering and three color detail. Casey's ad is included in the parts for sale section of this issue.

Gary and Jean Fuerst write:

"On our trim to the 4th Annual Falcon Conversion in Dallas, we went from Wisconsin through Minnesota, South Dakota, Wyoming, Colorado, and New Mexico. After the really great show in Dallas, we had plans to go to New Orleans for a few days before heading back north. Little did we realize Bonnie Stringer and Bob & Alice Hubler of Mississippi were going to escort us all the way to our exit in New Orleans. This is the type of friendship that our club is forming between members. Really appreciate the hospitality of our southern cousins and hope to see y'all next year."

FM RADIOS FOR FALCONS??? We don't normally plug a commercial enterprise in the FN, but member Danny Williams efforts to bring us FM and FM stereo radios for our Falcons is very deserving. Danny takes the guts of modern FM and FM stereo radios and fits them to the earlier Falcon radio chassis thus yielding a good radio that doesn't require dash modification. I called Danny the other night and he says he needs about 100 takers to justify the expensive mass production of the conversion components. Surprisingly, Danny is making excellent progress toward that number. I got my name in the hat at that time. From all accounts, Danny does super work, so if you don't want to settle for the AM repertoire in your area, your editor recommends that you drop Danny a line at 4210 W. Solano, Phoenix, AZ, 85019. Tell Danny whether your car is a Futura, and what year it is.

Your Editor is no longer a virgin!-----no sireee---I've finally been to see Rocky Horror picture show. Much to my surprise, and delight, Betty and Ralph Hapschatt (Hap----), friends of Brad (A-----) and Janet Weiss (T---- A- A V--- A-- T----- A- N---) drive a swanky Falcon Tudor hardtop away from their wedding in the first scene. Incidentally, if you want to know what goes in the blanks, ask any kid. But sit down first!

NEW 1960-1970 FALCON PARTS

FALCON MANUALS

1960-63, 65, 66, 67 & 68 Falcon Shop Manual	\$29.95
1960, 62, 63, 64, 67 68 & 70 Falcon Owners Manual	10.00
1964 Falcon Sprint Owners Manual Supplement	5.50
1960-64 Ford And Falcon Master Text And Illustrations (2 Vols.) (2,198 Pages)	40.00
1965-72 Ford And Falcon Master Text And Illustrations (Less Binders) (3,200 Pages)	70.00
1963-63½ Falcon Feature And Specification Manual	7.50
1964 Falcon Feature And Specification Manual	7.50
1965 Falcon Feature And Specification Manual	7.50
1964-65 Falcon Convertible Top Repair And Adjustment Manual	7.50

FALCON GOODIES

1963-64 Falcon "Sprint" Fender Ornament (Pair)	\$45.00
1963-64 "V8 Checkered Flag" Fender Ornament (Pair)	75.00
1960-65 "Ranchero" Fender Name Plate (Pair)	28.00
1962-63 Hood Letter Set "F.O.R.D." (Set)	17.50
1965 Grille Ornament	35.00
1960-61 Trunk Ornament	37.50
1964 "260 V8" Fender Name Plate (Pair)	28.50
1965 "289 V8" Fender Name Plate (Pair)	28.50
1960-65 Outside Door Handle Pad Set (4 Pieces)	6.50
1960-65 Front Door Glass Weatherstrip, Tudor And Ranchero (4 Pieces) (Set)	50.00
1960-65 Front Door Weatherstrip, Fordor (4 Pieces) (Set)	50.00

FALCON RUBBER WEATHERSTRIP

1963-65 Windshield Rubber Hardtop And Convertible	\$75.00
1960-65 Windshield Rubber Sedans, Ranchero And Wagons	45.00
1963-65 Back Glass Rubber Hardtop	65.00
1963-65 Back Glass Rubber Sedans	65.00
1960-65 Door Rubber Seals Tudor And Ranchero (Pair)	48.50
1960-65 Door Rubber Seals Fordor And Wagon (All 4 Doors) (Set)	75.00
1960-65 Vent Window Rubber (Fits All Except Convertible And Hardtop) (Pair)	45.00
1960-63 Trunk Rubber Seal	27.50
1964-70 Trunk Rubber Seal	37.50
1964-65 Tail Light To Body Rubber Pads (Pair)	17.00

FALCON DECAL KITS

1960-63 Falcon With 144 Engine	DK-1	\$10.00
1963-65 Falcon With 170 Or 200 Engine	DK-2	15.00
1963-65 Falcon With 260 Or 289 Engine (Except Sprint)	DK-3	20.00
1963-65 Falcon Sprint	DK-4	20.00

Above Kits Contain All The Decals Necessary To Replace The Factory Supplied Decals On The Car.

ALL ITEMS IN THIS AD POSTPAID.
MANY OTHER 1960-1970 FALCON PARTS IN STOCK
CATALOG \$2.00.

OBSOLETE FORD PARTS COMPANY, INC.
"THE OLD RELIABLE"

311 E. WASHINGTON AVENUE

TELEPHONE 912-686-2470/5101

NASHVILLE, GEORGIA 31639

CHAPTER NEWS:

August, 1984, 5th Annual FCA National Meet, St. Louis, Missouri.

November 5, 1984, Founder's Chapter Meet. Meet starts at 4:00 p.m. at home of Roy and Pat Sword. Then out to dinner later that evening. For more information call: Linda Acrey 676-3384 or Pat Sword 982-1029.

Northwest Falcon Chapter met at Dave Mangels home near Woodinville with a nice attendance of members and several excellent prospects. It was a neat sunny afternoon to hold our meeting on the deck overlooking the lake. President Ed arrived in his near complete '64 Falcon Sprint HTP. His efforts and many hours of work really paid. It appears complete with only the front bumpers to complete it.

The Founder's Chapter of the FCA celebrated its first birthday with a meet on Saturday, August 27, at Burns Park in North Little Rock, Arkansas.

Ben Sivils, outgoing Founder's President, led the business meeting. New officers elected were: President - Linda Acrey (FCA 1013), Vice President - David Wingfield (FCA 870), Secretary/Treasurer - Pat Sword (FCA 1600).

There were nine Falcons and four brand X vehicles present at the gathering. Those included: Richard Spinks (62 Econoline), Ben Sivils ('63 hardtop), Don Henderson ('63 convertible), Pat Sword ('63 convertible), Sharable Williams ('64 Ranchero), Roy Sword ('64 Ranchero), Glen Acrey ('65 Ranchero), Jim Throgmorton ('65 hardtop) and James Roberts (of Dover) ('65 hardtop). Carvil Trammel, Frank Spinelli, Sonny Johnson, and Tex Stanley were there in their brand X's.

Good Falcon fun and fellowship were enjoyed by all. After the business meeting and show, the Founder's Chapter paraded to an auto meet of the Razorback Antique Auto Club hosted by Dean Martin, club President. Then it was on to Wyatt's Cafeteria where the Founder's club members dined in the banquet room.

The Founder's Chapter has been invited to the Arkansas Street Machines meet on Sunday, September 11 in Jacksonville. Also, an invitation has been extended to the club to attend the Razorback Antique Car Show at Heber Springs, Arkansas on October 7-9. Plans are underway for a November gathering of the Founder's Chapter.

Please remember that the Founders are always delighted to have visitors. If the opportunity presents itself, come join one of our gatherings.

CLASSIFIEDS:

FALCONS FOR SALE

All original, excellent condition, 1961 - 4-door Falcon Sedan, light blue, 144 engine, 50,300 actual miles, standard, no radio, has heater, does not use oil and very road worthy. \$1,500.00 or best offer. Contact: Charles B. Hearn, 1107 North Camellia Street, Greenwood, AR, 72936, home (after 5PM) [501] 996-6156, work (7AM -4PM) [501] 646-8341.

76 B Sprint (includes a 76 A Futura Conv. that is wreacked for parts). Jerry Hestekind, P. O. Box 298, Elgin, Nebraska, 68636.

1965 Ford Falcon - 2 dr. - light blue - excellent condition, 57,000 actual miles, lowner, \$1,795.00. Photo on request. Carole Walker, 2700 Old National Pike, Middletown, MD, 21769. (301) 371-5456.

1964 Falcon Sprint, black on black, 4 speed, power steering, 64,000 original miles. In storage for last 11 years. All factory original equipment, nothing changed or modified, wire wheels spinners, tack all complete. New brakes, master cylinder, wheel cylinders, battery, fuel pump, wires, hoses, items too many to mention, call for details, \$3,500.00. (919) 232-2643 after 6 p.m., ask for Johnny Messina, Bells Island, Cirrituck, NC, 27929.

1964 Falcon Futura - 2 door, hardtop, 6 cul., auto., factory bucket seats with original console. Car in very good condition. Drive home. \$1,500.00. William Frederick, (609) 467-2734.

'63 Futura Conv., red, excellent original black interior, white top, 74 M, 170 35P, new parts include: quarters, paint, top, boot, full tonneau, Michelin radials, ex. sys., springs, clutch, elec. sys., runs excellent, looks beautiful, rust damage underneath, \$2,200/offer. G. M. Shoultz, 120 Oakridge Drive, Delano, MN, 55328, (612) 972-3345.

PARTS FOR SALE

Falcon Eddie is now touring the state on a Falcon parts hunt; many new items in stock; watch for up dated list of new items available. Falcon Eddie, 2830 Belden Dr., Los Angeles, CA, 90068. (Jack Miller).

"Falcon - The World's Most Successful New Car" beautiful red, blue and yellow, lapel pin with chrome lettering. \$4.00 post-paid, Casey's Collectibles, 5350 E. 66th Way, Commerce City, Colorado, 80022.

64 Falcon - 289 2 barrel, carb and intake - \$40.00; single system exhaust manifolds - \$15.00, 3 speed trans, yoke, odometer cable - \$75.00, 3 speed steering column tube - \$10.00, 4 speed tunnel hump - \$35.00, or everything listed \$150.00. Ed Snyder, 818 W. Callow-Hill St., Perkasio, PA, 18944 - (215) 257-2422.

New carpet sets for all Falcons. OEM specifications: 100% nylon loop curl with jute backing, heel pad, all standard colors available. \$105.00 post paid. Tom Massarelli, 10 Young Street, Poughkeepsie, NY, 12601, (904)471-7769.

Original Falcon shop manuals. All very good/excellent condition or better. 1960 - \$15.00, 1961 - \$15.00, 1960-63 - new reprint, includes 260/289 V8, nice quality - \$30.00. 1964 - \$30.00, 1966/67/68 - \$30.00 each year. 1969 all ford cars, nos. \$45.00. Same day shipping, satisfaction guaranteed. Jim Lungwitz, 1927 Brookdale Drive, Colorado Springs, CO, 80907, (303) 593-7029.

Fordomatic 2 speed rebuilding kits with gaskets, o'rings, lip seals, clutches (bronze frictions, steels) front and rear seals, sealing rings - \$50.00. Specify engine size and year, bands \$25.00 each, adjustable modulator \$6.00, bushings, washers, pumps and misc. hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, Box 245-FC, Needham Hgts., MA, 02194. (617) 449-2065.

NWCF has tach, trim - interior and exterior, good rust-free sheet metal (some NOS), carpets, headliners, convertible boots and tops, lenses, gas caps - you name it! We do not have a catalog, send list of specific needs with SASE. Northwest Classic Falcons, 137 N.E. 109th Ave., Portland, OR, 97220. Phone: (503) 252-6513. VISA/Mastercard available.

NWCF now has a rare Sprint tach with gray plastic case and base, complete with wiring, for \$225.00. Rebuilt 170 short block (350.00), two top loaders (225.00 each). Don't forget carpets at \$125.00. They're excellent! Bank check or money order plus 15% for shipping. Northwest Classic Falcons, 137 N.E. 109th Avenue, Portland, OR, 97220, Phone: (503)252-6513, VISA/Mastercard available.

Now Available - '62-'63 tail light rubber pads - \$8.95 per pair; body to bumper seal - \$3.75 per ft.; 62-63 tail light gaskets - \$5.00 per set; 62-65 parking light gasket sets - \$2.50, 60-65 glove boxes - \$10.95, trunk mats - \$19.95; hood seals - \$7.95; plastic restoration also - Barby Brunken, 3236 Amherst, Dallas, TX, 214-361-0115.

New Falcon Books for sale. Falcon by Ray Miller \$29.95; '63 Falcon Owner's Manual \$7.95; '60-'63 Falcon Shop Manual \$22.50; '63-'65 Falcon Specification Pricing Booklets \$5.95 per year; '61 Falcon Shop Manual (Used) \$18.00. All prices include shipping. Ronald Miller, 6000 Q Street, Omaha, NE, 68117.

Falcon carpet, '62, '68 OEM quality, \$110.00 set. Shipping included. Ronald Miller, 6000 Q Street, Omaha, NE, 68117.

1964 or 1965 - Complete 4 speed set up, including flywheel, with fresh grind, almost new 10.4" disc and pressure plant and throwout bearing, bell housing with throwout arm and new dust boot, complete upper and lower linkage and "Z" bar, lower return spring, both clutch and brake pedals and pads w/all hardware to install, Borg-Warner T-10 H model 4 -speed w/upper left corner "ear" broken and

repaired, Hurst shifter w/all linkage blade and ball and book, AND rare hard to find trans, hump plate. \$500.00 plus shipping (crated free). Rich Barkley, 2301 S.W. Tacaro Avenue, Palm Bay, FL, 32907 or call (no collects) 305/723-7288 (eves).

Misc. door panels - 62-63-64-65 - Specify year and color. 64 door panels, excellent condition, black and turq. \$45.00 pr., arm rests \$25.00 pr., hood ornament \$30.00, 62 door panels black, excellent \$45.00, arm rests \$25.00 pr., 64 and 65 fender and door moldings. 2 dr., wagon trim for 62-63. Molding for 64-65 Ranchero dlx. - 2 pc. aluminum complete \$100.00. 65 Futura Conv. interior parts, NOS Falcon parts - 64-65. Back up light kits complete \$50.00 each, NOS V-8 flags for 63-64 Sprint \$20.00 ea., 2 only, cigarette lighters \$10.00 each. Kenney Overmiller, 500 Ruxton Avenue, Spring Valley, CA 92077.

64-65 Ranchero Parts complete tail gate \$60.00. Extra steer emblem \$20.00. Tail gate letters \$4.00 set, tail light lens and buckets \$30.00 pr., 4 speed hump, inside, \$20.00. Padded dash, excellent condition \$25.00. Dash knobs - 64-65 25¢ each except cigar. Rocker moldings \$50.00 pair, I have two sheds full of Falcon parts. Send SASE with wants and I can tell you if I have it. Most everything is used. Kenny Overmiller, 500 Ruxton Avenue, Spring Valley, CA, 92077.

Parting Out 64 Spring, 65 Rancheros and 65 Futura. The 65 Rancheros are 66A and B both single and double stripes. Kenny Overmiller, 500 Ruxton Ave., Spring Valley, CA, 92077.



Power brake booster to fit '64 or '65 Falcon with drum brakes. Harold McLean, 1480 Nora Drive, Tallahassee, FL, 32304.

For 1964 Sprint Convertible - 3 psc. chrome interior windshield molding. 4 pcs. interior molding above and below door panel (r & l). 2 pcs. interior molding rear seat side panel. 2 ash tray inserts for rear seat. W. Vlassenko, 827 Walnut Street, Hulmeville, PA, 19047.

For a 1963 Falcon hardtop four door, a rear window seal. NOS or NORS. Steve Degroat, Lakewood 20, Lugoff, SC, 29078. (803) 438-1852.

Wanted for 1964 convertible, black bucket seats. Have a good black bench seat for possible trade. Dick Landee, 24 Spinnaker Street, Venice, CA, 90291, (213) 392-6355.

Parts wanted for 1964 76E Futura Convertible: 1 - inner fender part #C4DZ 6227894-A; 1 - each bumper brackets part #C4DZ 17787-C, C4DZ 17795-A, C4DZ 17788-C, C4DZ 17796-A; 6 - bumper bolts part #COAB 17758-A, 2 - quarter mouldings part #C4DZ 6229038-B; 1 - door moulding part #C4DZ 6220879-A. Bruce M. Gray, 12009 Boxer Hill Rd., Cockeysville, MD, 21030.

'64-'65 Falcon convertible or tudor hardtop. Interested only in a car with solid, unrusted floor pan and structural members. Condition of outer body, interior, mechanics unimportant. Towable O.K., if not too far from Chicago area. Call 312/289-4929, collect evenings. Bill Kuecks, 1231 San Simeon, Hanover Park, IL, 60103.

Several AMT model kits of 1962 Falcon Futura, any condition, willing to buy small parts separate. Building models of H-M Challengers. Roger C. Roberts, P. O. Box 30914, Gahanna, OH, 43230.

LATE ENTRY: Milt Robar, representing the North East Chapter, announces an October 29 Meeting of the chapter at the Sturbridge Inn Sheridan Which is located on Mass. Route 20, Sturbridge, Mass. For further information about the meet, you can call Howard Stearns in Burnlington, VT at (802) 658-2540 or Milt in Palmer, Mass at (413) 283-3132.



THE CLUB STORE ITEMS

Memo Pad ("Falcon Club of America" imprint).....	\$.75
Decal (National Club window decal).....	1.25
Patches: National Club Patch (3" round).....	2.25
Ford Falcon (oval, blue & gold).....	2.25
Falcon (rectangular, 2" x 4", red & gold).....	2.25
1960-1963 Reproduction shop manuals (includes V-8 section).....	30.00
Falcon Club of America license plate (white with red writing).....	4.50
Falcon Book (By Ray Miller, covers all Falcons-has 320 pages-hardcover).....	30.00
Falcon Book (By Phil Cottrill, covers 60-63 Falcons has 150 pages).....	16.00
Falcon Poster (24" x 36", has 28 color pictures of Falcons).....	4.00
Falcon Fender Covers (24" x 40", with Falcon imprint).....	15.00
Hat (New all red with National club patch on front).....	7.50
T-shirts: Regular (sizes, child S-M-L, adult S-M-L-XL).....	6.50
V-Neck (sizes, adult L-XL only).....	8.50
Ladies Blouses (sizes S-M-L).....	9.50
Sweat shirts (mens's and ladies, grey with red imprint).....	12.50

All prices include postage and handling. Be sure to state size. All checks and money orders should be made to The Falcon Club of America. Send all orders to Pat Sword, Tour Chairman, 629 N. Hospital Drive, Jacksonville, AR, 72076.

SPECIAL NOTICE

The Falcon News will now accept Commercial Ads for the newsletter. They must be sent to the Falcon Club of America (Ad Department), 629 N. Hospital Drive, Jacksonville, AR, 72076. All ads must be received by the 10th of the month or it will appear in the next issue of the Falcon News.

All ads for the classified section of the newsletter must appear with the member's name or it is considered a commercial ad and must be paid for.

ALL ADS MUST BE CAMERA READY. ADS WILL APPEAR IN THE FALCON NEWS ONLY WHERE SPACE PERMITS.

COMMERCIAL AD RATES: FULL PAGE.....	\$50.00
(Price per month) HALF PAGE.....	30.00
QUARTER PAGE.....	20.00
BUSINESS CARD.....	5.00

Only auto related ads will be accepted for the Falcon News. "WARNING" The FCA has no way of checking each advertiser, so the FCA accepts no responsibility for any dealings with advertisers. Let us know of any experiences, good or bad. The Falcon Club has the right to reject any or all commercial ads.